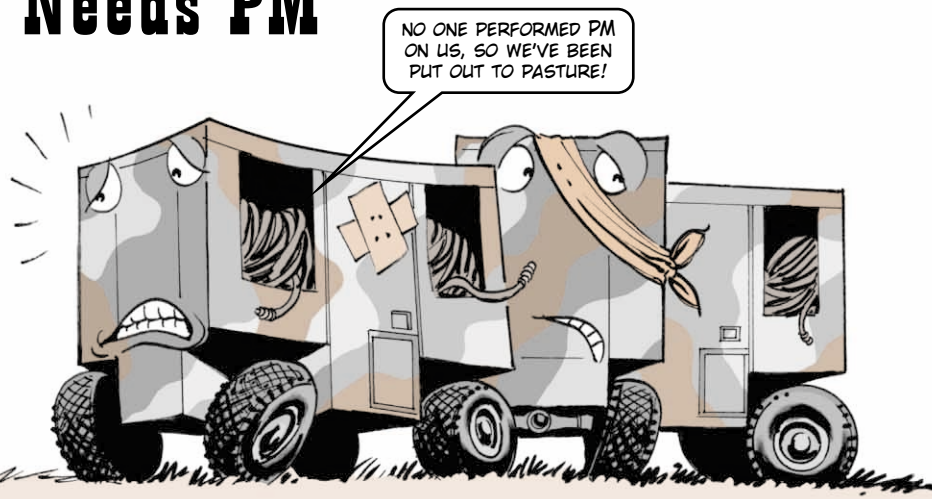
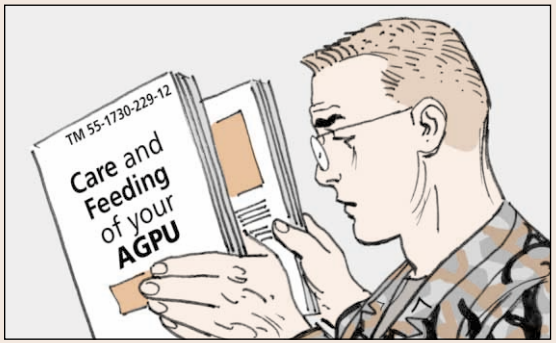
A Workhorse Needs PM



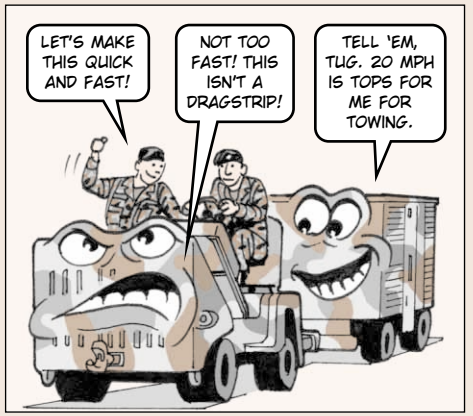
It's a workhorse and is often operated beyond its limits. You'd be hard-pressed to do your job without it. If it remains abused and neglected, it will fail to perform when you need it.

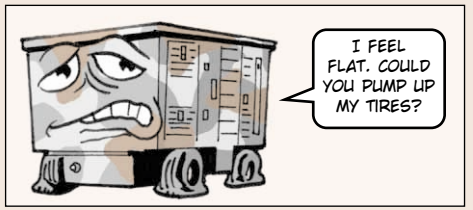
So don't mistreat your AGPUs. They need PM care and feeding just like your big birds do. Since school-trained AGPU mechanics are few and far between, check out TM 55-1730-229-12 and TM 55-1730-229-24P for info on how to maintain your AGPU and take note of these additional tips to keep your AGPU up to snuff.



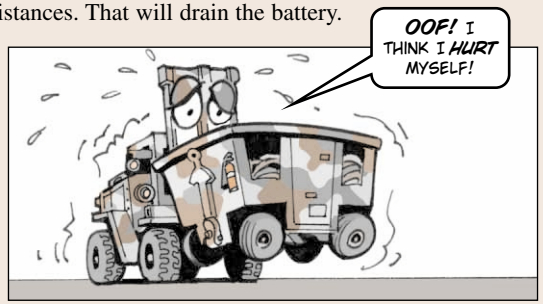
Driving Tips

- The maximum self-propelled speed of the AGPU is 3 mph, but that doesn't mean you should push the pedal to the metal and try to run it like you're at the Indianapolis 500. So ease up on the speed and cruise a little.
- 20 mph is the top towed speed for your AGPU on nice, smooth surfaces! If the road is rough, limit your speed to 10 mph.
- Low tire pressure can ruin tires. Check tire pressure often for 28 psi. Look for missing wheel lug nuts.
- When towing an AGPU, don't back it up with a tow vehicle. That can damage the drawbar or tongue assembly, or you can break a pivot bolt. If you back up an AGPU, use its own power.



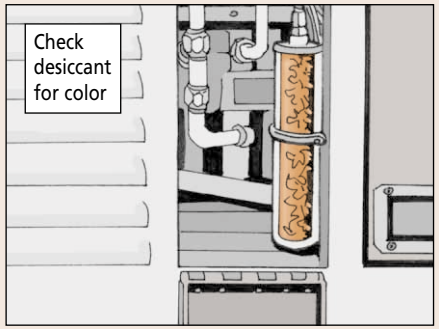


- AGPUs can be driven in two modes. The primary mode is with the engine running to provide DC power to the propulsion system. The alternate mode is without the engine running and operating on battery power. Here's where the rubber meets the road: **Always** use the primary mode if you're propelling your AGPU for more than 500 feet, like going to the far end of the flight line. **Never** use battery power to propel an AGPU for long distances. That will drain the battery.
- Don't use the M4K or other 4,000-lb forklift to lift an AGPU. A loaded AGPU weighs 4,275 lbs and pushes the limit of an M4K. If loading operations require moving an AGPU, use a 6,000-lb capacity forklift.

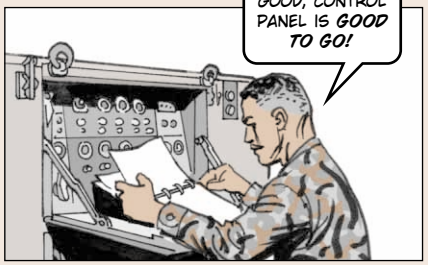


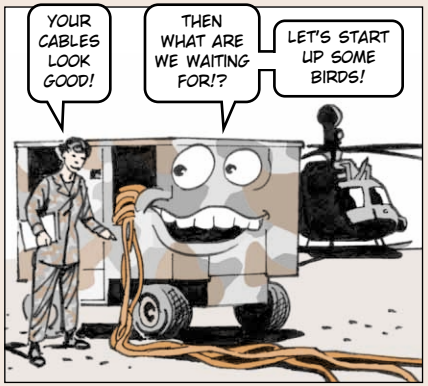
Hydraulic and Operating Tips

- Before operating an AGPU, make sure the hydraulic reservoir is at ¾ full.
- Check the desiccant in the vent dryer, too. If it's less than 25 percent blue, add fresh desiccant, NSN 6850-00-680-2233. If you have no desiccant on hand, fire up the nearest oven and bake the old desiccant at 350° for 4 hours or until the original blue color returns.
- Make sure hoses have no kinks or breaks. Make sure all connections are tight.



- Remember, mechanics, that maximum hydraulic operating pressure is different for some aircraft. It's 1,000 psi on the OH-58D and 3,000 psi on AH-64s, UH-60s and CH-47Ds.
- When you start an AGPU, you get three tries of 30 seconds each. Then you must wait 20 minutes for the starter to cool down before you try to start the AGPU again. If it fails to start on the fourth try, **stop** and let your AVIM shop know you have a problem before you attempt another start.
- If you have to start an AGPU from a DC generator, you only get two tries of 30 seconds each. Then you have to wait 20 minutes for cool-down. The next start up attempt, you get two tries of 15 seconds each. Still doesn't start? Let your AVIM shop know.
- If you slave an AGPU from a battery, the start-up procedure is different. You get three attempts of 30 seconds each. Then you wait 20 minutes and make two more attempts for 30 seconds each. Nothing? Your AVIM shop needs to find the problem.
- Check the AGPU frame, housing and doors. Look for dents, cracks, punctures, corrosion, damaged or broken hinges, latches and braces.
- Eyeball the control panel for corrosion, missing parts, or cracked or broken glass on the gauges.
- Check the battery for a loose or missing holddown or guide, missing or damaged vent drain tubes and loose or damaged connectors. Check the electrolyte level, too.
- Inspect the engine compartment for oil or fuel leaks, corrosion in the air intake duct, loose or missing bolts, or damaged hoses.
- Check out the hydraulic compartment for leaks, low fluid levels, cracked gauge glass and damaged or corroded fittings.
- Check all cables and hoses for torn or worn insulation, loose clamps or missing spiral wrap and netting.
- Look for loose or missing fasteners, bent or broken springs, broken or loose terminals, and loose or missing brush terminals.





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